

Wednesday, March 26, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0066

Contact details

Name:

Duane Donovan

Do you wish to speak to your submission at a public hearing?

No

Topic 1: Are we focusing on the right things in the plan?

Tell us more:

- 1-a simpler real-time tracker would be very helpful.
- 2-no idea what you're on about with 'trust'. Make the bus turn up when it's due, that's the only trust required.
- 3-electrification impact needs to be assessed too. Can the grid support it? Generally I favour electrification.
- 4-regional bus services are needed, especially with Dunedin hospital being a hub for the region. More frequent inner city loops are required. It is not good enough to have half-hour gaps in service on main suburban feeder roads.
- 5-keep flat fares as much as possible. Rises have to be accepted as costs rise but 25% in one jump seems a lot. A \$2.50 urban fare is still reasonable. Remove all barriers to competitive tender, eliminate any social or 'wellness' clauses in tendering. Your focus needs to be best price for the service package, not using tenders for social engineering.

Topic 2: Should we support community transport services in smaller towns and rural areas?

Our proposal: we are considering the establishment of a subsidised community transport programme providing support for transport services in Otago's smaller towns and rural areas.

What do you think about this proposal?

Do you agree with ORC having a role in supporting community transport services?

Yes

Are there other initiatives or programmes that you think Council should be considering?

Yes

Tell us more:

You need to work closely with health services to ensure these services run when people will be scheduled for hospital appointments. Older people would use the bus to get to the hospital, but it needs to be coordinated. They need to have a service that runs there and back in a day. To be viable these inter-town busses need to only stop at a few locations (i.e. Oamaru, Hampden, Palmerston, Waikouaiti, Dunedin). The technology should be there to book a stop at other selected locations to expand the reach, but recognise likely low demand (i.e. Maheno, Herbert, Goodwood).

It would also be great for tourism if these busses linked to towns that are cycle trail hubs. Places like Milton, Lawrence, Duntroon, Kurow. This would address your issue of environmental impact if it could reduce the number of cars going from Dunedin to those locations for day cycling. Challenges on how to deal with more than 2 bikes on a trip though, you can't leave people stranded.

Topic 3: Should we increase our passenger fares?

Our proposal: we are considering increasing the base fare for adult Bee Card passengers from \$2 to \$2.50. This would effectively increase bus fares for all passengers using Bee Cards by 25%.

What do you think about this proposal?

Should Council increase the adult Bee Card fare?

Yes

Tell us more:

Better to get an increase in now than put it off for more years when it will have to double to catch up. As much as some people want free public transport we don't have it in NZ. 25% is high in one go, but it does cover a few years without a rise so it's not hugely ahead of inflation. I would pay the rise to get better services.

Topic 4: Should we charge more for longer trips?

Our proposal: we are considering introducing a zone fare system to our bus networks in Dunedin and Queenstown. Under this system, passengers travelling further distances across multiple zones will pay a higher fare than those travelling short distances within one zone.

What do you think about this proposal?

Should Council charge more for longer trips?

Yes

Tell us more:

A reserved yes. Only for those trips that leave the urban area. In Dunedin once you go past Waitati or Mosgiel I'd expect to pay more. In the urban and suburban areas flat fares are fair and easy. We had zones

before and my 8km bus trip from Kaikorai Valley to town was 3 zones, which was (I think) \$3.60 each way. That made it financially better to take the car.

Topic 5: Should we keep our free fares for children (5-12 years)?

Our proposal:

- A. Retain free fares (100% discount) for children (5-12 years), **AND**
- B. Standardise our concession discount for youth (13-18 years) to 40% across both the Dunedin and Queenstown networks. For example, if the adult fare is \$2, youth pay \$1.20, or if the adult fare is \$2.50, youth pay \$1.50.

What do you think about this proposal?

Should Council retain free fares (100% discount) for children (5-12 years)?

Yes

Tell us more:

Given the low number that travel on peak services (aside from school busses) it seems a reasonable subsidy. Hoping that it will get young people out of cars and onto busses as a result seems astonishingly optimistic, but who knows, you might get two or three. It's a form of subsidy to young families, but that's a tough time for many so in the big picture it seems reasonable.

Should Council standardise our concession discount for youth (13-18 years) to 40% across both the Dunedin and Queenstown networks?

Yes

Tell us more:

Simple fares are easier for everyone.

Any other comments?

Let us know if you have any other comments or ideas on the topics discussed in the Draft Regional Public Transport Plan.

The #1 thing I want is better scheduling. I live in Kaikorai Valley which is served by the 37 and 61 routes. Astonishingly these leave AT THE SAME TIME, so instead of a 15 min service to town missing either service means a half hour wait. It's worse at the weekend when it is an hour wait. When you talk to any driver they'll tell you some routes simply cannot be driven in the allocated time during peak hours, so why create schedules that cannot be met? Why do busses leave the hub on the hour? This means a 9-5 worker in many cases will have a half hour wait; correct it with quarter past/quarter to departures. Yes realigning schedules will cause some short term pain, but it will be worth it long term. You must have years of route data you could plug into an AI model to calculate the optimal schedules.

You should accept that pushing busses as a cross-town option is just not working. Going to the hub, or somewhere along the route you're on is fine. Getting from Kaikorai to the ice rink in St Kilda takes over 2 hours, and is a 10 min drive. Better by bus only works in you are going to town. If you want to change that your whole strategy would need to be reworked.

Lastly thanks to most of the drivers who do a tough job pushing through a crowded city.